

## SOUTHERN RAILWAY GREATLY REDUCED

Annual Report Shows Decrease  
in Total Income of Nearly  
Two Million Dollars.

MUCH USED IN IMPROVEMENT  
Increase in Operating Account  
Greater Than Gross Receipts  
Gains—Much Double Track.

According to the annual report of the Southern Railway for the year ended June 30th last, there was a decrease in the total income, amounting to \$1,699,306.49, based upon 7,646.86 miles of road operated.

When issued yesterday the report attracted a great deal of interest in financial and railroad circles. The gross earnings from operation were \$16,657,939.39, an increase of \$3,016,555.73 over the previous year. Operating expenses and taxes were \$14,699,242.28, an increase over 1906 of \$1,925,143.18. Net earnings from operation were \$11,958,712.17, against \$13,658,999.53, the total income, after deducting that from other sources, showing a decrease of \$1,699,306.49.

It is of interest to note from the above that the increase in operating expenses and taxes was greater than the increase in gross receipts, although large sums were expended for improving terminal facilities, equipment and in laying double track.

When the construction work now under contract is completed Southern Railway will have 222 miles of double track, 206 of which is in operation.

Operating conditions during the past year have been extraordinary, says the report. "The investment of new capital in the construction of double track, additional equipment and new lines has increased the fixed charge upon the revenues of the company without securing for the moment an immediate corresponding benefit, a relief which can come only with the completion of the new work. It is more apparent every day that this benefit will more than offset such increased fixed charges when the new facilities are put in operation, as they will be largely during the current year."

Great as are the burdens upon the operation of a railroad to-day by reason of the increased cost of material of all classes and the increasing cost of labor, on the one hand, and legislative reduction of revenue and increased taxes, on the other hand, the trying need of the railroad is to obtain and maintain the most efficient and economical facilities. With the strategic position and established relations which Southern Railway Company now has, there would be no slight in the amount of traffic it could obtain and profitably handle if it had the necessary equipment, facilities and other traffic the service they demand. During the past winter there were serious congestions of freight, due almost without exception, to the failure of the plant to respond to demands which were made upon it beyond its capacity. While the congestion, congestion rolls up the expense of operation, both shipper and carrier suffer.

"State of the most acute causes of the congestion of the past year will happily not exist another year. The construction of new double track, now nearly completed, on the Cincinnati Southern Railway will open for an important part of Southern Railway traffic the connection over which all business between its main system and the St. Louis-Louisville line is moved, a connection which last winter was paralyzed. The completion of the double track on the line viewed grade in the main line between Spencer, N. C., and Greensboro, N. C., and the approaching completion of the double track between Knoxville, Tenn., and Morristown, Tenn., tunnels through which large volumes of business are poured—will be a further relief in the directness of the line, and the expense of operation, especially overtime of labor, fuel and hire of foreign equipment, will be reduced. The completion of the 1908, of the double track now under construction south of Lynchburg will have a similar effect.

These facts merely serve to illustrate that the problem of economical operation upon Southern Railway lines under existing conditions is the problem of providing additional facilities and of keeping ahead rather than behind the demand of business. As more facilities are provided, greater economies and increased net earnings may be expected.

Relations With the Public.

"As a railway must depend for its prosperity on the confidence and support of the public served by it, the policy of Southern Railway Company is to merit the confidence and support of every community which it serves. Efforts are being made to cultivate closer relations with all the public, and especially with the men in all lines of business who are more directly interested in the adequacy and efficiency of transportation facilities, and to bring about a realization of their part in their part in the success and vital interest in the success of their individual enterprises and in the prosperity of their community. The policy of the company with the public is to be the purpose of the management to cultivate a spirit of co-operation, to deal justly with all the interests of the community, and to sound business and economic principles, and to this end particularly special efforts have been made to bring about a better understanding and consideration of the needs of every person transacting business with the company. There is increasing evidence that the thinking people in the territory served by the Southern Railway appreciate the fact that they are only at the very best degree of prosperity if they are served by carriers able to increase their facilities so as to keep pace with the growing demand for their service, and the fact that increased transportation facilities are of much more importance to them than any possible reduction in charges. There is growing public opinion among those who actually use the railways of the South, in favor of legislative and administrative policies that will recognize that a railway company is a

public utility, and that it is the duty of the public to see that it is properly regulated and that it is able to keep pace with the growing demand for its service, and the fact that increased transportation facilities are of much more importance to them than any possible reduction in charges. There is growing public opinion among those who actually use the railways of the South, in favor of legislative and administrative policies that will recognize that a railway company is a

## C. S. DRIVES OUT RHEUMATISM

A good liniment or plaster, or some good home remedy will usually give temporary relief from the pain of Rheumatism, but the disease is more than skin deep and cannot be rubbed away, nor can it be drawn out with a plaster. Such treatment neither prevents nor cures; the excess of acid, which produces Rheumatism, is still in the blood and the disease can never be cured while the circulation remains saturated with this irritating, pain-producing uric acid poison. The trouble will shift from place to place, settling on the nerves and causing pain and inflammation at every exposure or after an attack of indigestion or other irregularity. When neglected or improperly treated, Rheumatism becomes chronic and does not depend upon climatic conditions to bring on an attack, but remains a constant, painful trouble. S. S. S. drives out Rheumatism by neutralizing and expelling the excess of acid from the blood. It purifies and invigorates the circulation so that instead of an acid-laden stream, constantly depositing uric acid in the joints, muscles, nerves and bones, the entire system is nourished and made healthy by rich, life-giving blood. Book on Rheumatism and any medical advice desired will be sent free to all who write.

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## The City's Guest

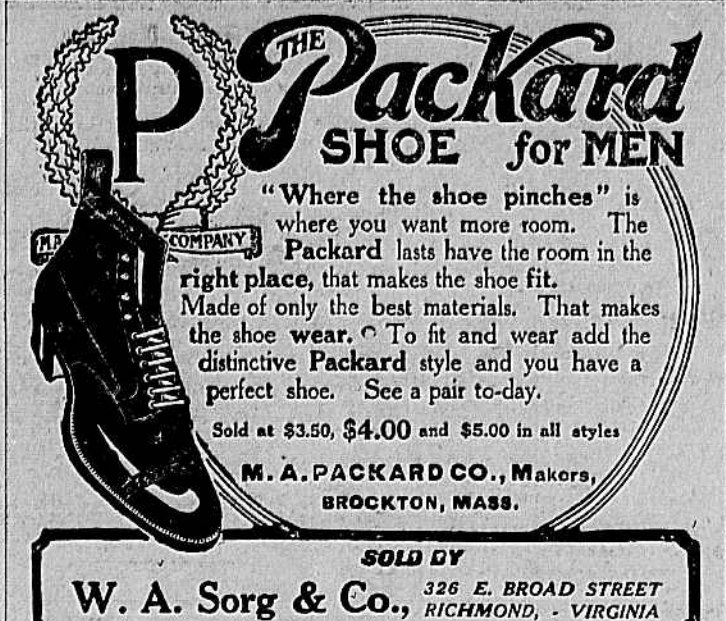
We present our compliments, are glad to have you with us, and before you return to your home we wish you to visit our establishment, which is one of the "Sights of the City," as is our firm, one of the "Landmarks of the Town."

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## TO DISCUSS CARE OF THE EPILEPTIC

Eighth Annual Meeting of National Association to Be Held in Richmond.

GOVERNOR AND MAYOR SPEAK  
List of Papers That Will Be Presented—Visit to Exposition Planned.

The eighth annual meeting of the National Association for the Study of Epilepsy and the Care and Treatment of Epileptics will be held at the Jefferson Hotel, in this city, on October 24th-25th.

Addresses will be made at the first session by Gov. Claude A. Swanson, Mayor Carlton McCarthy, Dr. Paul B. Barringer, president of the Medical Society of Virginia, and Dr. Ennio G. Williams, president of the Richmond Academy of Medicine. Responses to these will be made by Dr. Everett Flood, president of the association, and Dr. William P. Spralling, of the Craig Colony for Epileptics, Sonoma, N. Y.

Reports from all States in this country which are now caring for epileptics will be made by the secretary.

Papers to Be Presented.

Papers will be presented as follows: Dr. H. M. Weeks, Skillman, N. J., "The Utilization of Epileptic Labor." Rev. J. Duncan MacNair, resident chaplain of the Craig Colony for Epileptics, Sonoma, N. Y., "Colony Life of an Epileptic Social and Religious." Dr. James F. Munson, Sonoma, N. Y., "Sewage Disposal—The Construction and Work Done by the Filter Beds at Sonoma, N. Y." Dr. J. S. DeJarnette, Staunton, Va., "Epilepsy—Its Definition, Treatment, and Prognosis." Dr. Thomas C. FitzSimons, Wilkes-Barre, Pa., "Alcohol as a Primary and Exciting Cause of Epilepsy." Dr. M. B. Hodskins, Palmer, Mass., "The Etiology of Epilepsy." Dr. William P. Spralling, Sonoma, N. Y., "The Systematic Treatment of Epilepsy Versus Its Treatment by a National Consultation and Prescription."

Dr. J. Allison Hodges, Richmond, Va., "The Value of Elimination in the Treatment of Epilepsy." Dr. William T. Shanahan, Sonoma, N. Y., "Pulmonary Oedema as a Complication of Epileptic Seizures." Dr. Matthew Woods, Philadelphia, Pa., "Surgery as a Therapeutic Measure in the Cure of Epilepsy."

Dr. H. H. Levy, Richmond, Va. (title to be announced later), "Surgical Intervention in the Treatment of Epilepsy." Dr. Edward A. Kennedy, Palmer, Mass., "Myoclonic Epilepsy." Dr. L. Pierce Clark, New York City, "Cranial Nerve Pits." Dr. D. D. Wilcox, Petersburg, Va., "The Relation of Eye Defects to Epilepsy." Dr. G. Kirk Collier, Sonoma, N. Y., "Some Features of an Epileptic Aura." Dr. James F. Munson, Sonoma, N. Y., "Heart's Action Preceding the Seizure."

All persons interested in the study of epilepsy and the care and treatment of the epileptic are cordially invited to attend the meetings of the association. The day following the meeting in Richmond the association will hold a session at the "Inside Inn" at the Craig Colony, Sonoma, N. Y.

Persons desiring to join the association should write Dr. James F. Munson, secretary-treasurer, Sonoma, N. Y., or Dr. W. P. Spralling, chairman executive committee, Central State Hospital, Petersburg, Va.

The local committee has about perfected all arrangements for the entertainment of the visitors. This committee consists of Dr. C. W. P. Brock, Dr. Williams, L. B. Edwards, Greer Baughman, H. H. Levy, T. A. Parker and R. W. Miller.

WONT HAVE QUEEN'S DIADEM.

BRUSSELS WILL Permit Gems to Be Sold for Louise's Debt. BRUSSELS, October 14.—The municipality of Brussels, after due deliberation, has decided not to purchase the diadem of the late Queen of Belgium, deeming it not sufficiently valuable as a work of art, and its retention in the country desirable. This diadem was presented to the Queen by the people of Belgium on the occasion of her silver wedding anniversary. It cost \$300,000. Together with various other jewels, souvenirs, etc., belonging to the late Queen, it has been placed on sale, the proceeds to be devoted to paying the debts of Princess Louise, one of the Queen's daughters.

SHOT FARMER FOR RABBIT.

Wisconsin Shooting Season Results in Three Fatal Accidents. MILWAUKEE, Wis., October 14.—Many accidents have been reported since the shooting season opened in this State. Four accidents—one perhaps fatal—were reported to-day. At Marshfield, Albert Stoeck, a farmer was standing beside a stack of grain when a neighbor, mistaking one of his feet for a rabbit, fired it with shot. A boy, Blackman, a boy, was accidentally killed by his own gun at Delavan, as was also Carl McGinnis, another boy, at Whitewater. Charles Cliffland was accidentally shot and killed at Allen's Grove.

Editor in Made Sherin. MONTGOMERY, Ala., October 14.—Horace Hood, editor and part owner of the Montgomery Journal, and one of the oldest editors of the Alabama Press, was to-day appointed sheriff of Montgomery county, one of the best-paying positions in the State.

## ATTORNEY-GENERAL IN WASHINGTON

Case of West Virginia Debt Before United States Supreme Court.

GOVERNOR LEAVES TO-DAY

Going to Jamestown Exposition to Attend Connecticut Day Celebration.

Governor Swanson spent yesterday in his office, but will leave this afternoon with Mrs. Swanson for the Jamestown Exposition to take part in the Connecticut Day celebration to-morrow. The Governor had many callers during the morning, and he disposed of much official business. The matter of bringing back Charles Miller, the alleged baggage thief, from London, has been straightened out, and the detectives have left via Washington, armed with the proper papers from the Governor.

Governor Swanson has received no official notice of the death of Congressman Campbell Stimp, of the Ninth District, and as the time expires to-day for giving the notice required by law, the special election cannot be held on the regular election day in November. It will in all probability be ordered for some time in December.

Try West Virginia Case.

Attorney-General William A. Anderson left for Washington Sunday afternoon to appear yesterday in the United States Supreme Court in the suit of Virginia against West Virginia involving the latter's proportion of the war debt of the State, before the division. Virginia claims \$15,000,000, with interest from 1861 to the present time. Able attorneys are engaged on both sides, and though the case will hardly be argued on its merits at this time, some important preliminary steps looking to its final adjudication will be taken. The Attorney-General will be absent from his office for several days.

Not a Circus.

Attorney-General Anderson has filed his reply in the Supreme Court in the case of the Henrico authorities against the Boer War Spectacle Company, which recently showed here, and from which an attempt was made to collect a regular circus license. The Attorney-General says: "I am forced in candor to say that I have been unable to find anything in the evidence to sustain the conclusion reached by the court, that the exhibition in question was a circus or menagerie." While I am not prepared to confess error in the case, I deem it due to frankness to make this statement.

Death Due to Football.

MUSKOGEE, MICH., October 14.—Football caused the death of Walter

A Woman's Back

Has many aches and pains caused by weakness and falling, or other displacement of the pelvic organs. Other symptoms of female weakness are frequent headache, dizziness, imaginary specks or dark spots floating before the eyes, gnawing sensation in stomach, dragging or bearing down in lower abdominal or pelvic region, disagreeable drains from pelvic organs, faint spells with general weakness. If any considerable number of the above symptoms are present there is no remedy that will give quicker relief or a more permanent cure than Dr. Pierce's Favorite Prescription. It has a record of over forty years of cures. It is the most potent invigorating tonic and strengthening remedy known to medical science. It is made of the glyceric extracts of native medicinal roots found in our forests and contains not a drop of alcohol or harmful, or habit-forming drugs. Its ingredients are all printed on the bottle-wrapper and attested under oath as correct.

Every ingredient entering into "Favorite Prescription" has the written endorsement of the most eminent medical writers of all the several schools of practice—more valuable than any amount of non-professional testimonials—though the latter are not lacking, having been contributed voluntarily by grateful patients in numbers to exceed the endorsements given to any other medicine extant for the cure of woman's ills.

You cannot afford to accept any medicine of unknown composition as a substitute for this well-proven remedy, or to expose your system to the risk of an expensive experiment, even though the dealer may make a little more profit thereby. Your interest in regaining health is paramount to any selfish interest of his and it is an insult to your intelligence for him to try to palm off upon you a substitute. You know what you want and it is his business to supply the article called for.

Dr. Pierce's Pleasant Pellets are the original "Little Liver Pills" first put up by old Dr. Pierce over forty years ago, much imitated but never equalled. Little sugar-coated granules—easy to take as candy.



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of all kinds, sizes and prices.  
"Alert" Self-Feeders.  
"New Belle" and "Magic" Air-Tight Heaters. OIL and GAS Heaters.  
Wood Burners, \$1.45 up. This Double-Lined Heater, \$1.45



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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It Relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Strictly Pure and Full Measure.

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B. P. VADEN, - - - - - Manchester, Va.

FORBID "RATS" ON HEAD.

Salewomen Who Defy Pittsburg Store Managers Lose Jobs. PITTSBURGH, October 14.—Managers of department stores have begun a crusade on pompadours and rats worn by female clerks. Some time ago the girls were quietly told that it would be considered as a favor if they would discontinue wearing their hair in high piles on their heads, and a special request was made that rats be abolished. The reason assigned was that they were quarred too much of the clerks' time arranging their top-knots during working hours.

The clerks persisted in piling their hair on top of their heads and a result about forty women clerks were discharged from various stores during the week.

One of the managers of a department store said privately that the wearing of rats had become a nuisance in stores, as they were breeding places for disease, as there was absolutely no way in which they could be cleaned. Complaints had been made by customers that girls wearing rats in their hair were not fit to wait on people.

WORLD'S GREATEST FLEET.

Great Britain Will Make Great Naval Demonstration in North Sea. LONDON, October 14.—There is now assembling in the North Sea and the English Channel for maneuvers under the command of Admiral Lord Charles Beresford a fleet of British warships representing an aggregation of naval power surpassing all the immediate available resources of any two other countries of Europe and yet not a single ship of this fleet has been drawn from the reserves. The Mediterranean fleet or the Devonport and Portsmouth divisions. The home fleet, which is now assembling, comprises a number of ships maintained in the vicinity of the British Isles and which throughout the year have been engaged in war training. It numbers 119 pennants and is composed of twenty-six battle-ships, fifteen armored cruisers, several protected cruisers, various auxiliary vessels and forty-eight torpedo vessels.

## EUROPEAN RATES GREATLY REDUCED

First Cabin, one way, \$50.00  
Round Trip, \$85.00  
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808 East Main Street, Richmond, Va.  
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New James River Day Line

BETWEEN  
RICHMOND, NEWPORT NEWS, JAMES-TOWN EXPOSITION, AND NORFOLK.

THE STANCH AND SPEEDY STEAMER QUEEN ANNE.

Through fast line; no tiresome stops at river landings; leave Richmond one hour later than other line and reach Jamestown Exposition three hours earlier.

Great reduction in rates. Straight fare to Newport News, \$1.50. Round trip, \$2.50. Leaving Wednesdays and Fridays, returning Sundays.

Steamer leaves Richmond Mondays, Wednesdays and Fridays at 8 A. M. Clyde Line.

Returning, leave Norfolk Tuesdays and Thursdays. Campbell's Wharf, 7:30 A. M. Jamestown Exposition (Pine Beach) 8 A. M.; Newport News 8:45 A. M., reaching Richmond 4 P. M. On Sunday leave Norfolk 12 M.; Pine Beach Pier 1:30 P. M.; Newport News 1:15 P. M.; arriving Richmond 8:30 P. M. Steamer stops 30 minutes at Jamestown. All fares and rates subject to change.

For information telephone 510. H. K. WOODFIN, Agent, Clyde Line Pier.

Regulate meals or nice lunch service, as may be desired.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk

Leave Richmond every evening (Foot Ash Street) at 7 P. M., stopping at Newport News and Friday, STEAMERHAM (except Sunday) at Norfolk with Main Line Ships sailing 7 P. M. Tickets 80¢. Main St., Richmond Transfer Co., 819 E. Main St., The Jefferson, Murphy's Hotel.

FOR NEW YORK.

Via Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship leaving day at 7 P. M. for Norfolk and Western Ry. at 9 A. M. and 3 P. M., and Chesapeake and Ohio Ry. at 9 A. M. and 4 P. M., making connection (except Sunday) at Norfolk with Main Line Ships sailing 7 P. M. Tickets 80¢. Main St., Richmond Transfer Co., 819 E. Main St., The Jefferson, Murphy's Hotel.

Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

JOHN P. MAYER, Agent.

IRVIN WESTHOE, Gen'l Mgr.

Virginia Navigation Co.'s

JAMES RIVER DAY LINE.

To Jamestown Exposition

STEAMER POCAHONTAS LEAVES FROM OLD DOMINION WHARF MONDAY, WEDNESDAY AND FRIDAY, STEAMERHAM TUESDAY, THURSDAY AND SATURDAY, at 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Clarendon and James River landings, connecting at Old Point for Washington, Baltimore and the North. Steamer reserved for the night at moderate prices on Pocahontas, Electric cars direct to the wharf. Tickets on sale at Richmond Transfer Co., 819 E. Main Street, 808 East Main Street, or on wharf or steamer. Fare to Norfolk, one way, \$1.50. Round trip, \$2.50.

Steamers stop at Exposition Grounds Place, North Street.

Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

JOHN P. MAYER, Agent.

IRVIN WESTHOE, Gen'l Mgr.

## Railroads.

### Southern Railway.

TRAIN LEAVE RICHMOND.  
N. B.—Following schedule leaves published only as information, and are not guaranteed.  
7:00 P. M.—Daily—Local for Charlottesville and Charlottesville.  
11:15 A. M.—Daily—Limited—Buffer Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chicago, St. Louis, St. Paul, and St. Petersburg.  
6:00 P. M.—Ex. Sunday—Kewville Local.  
11:30 P. M.—Daily—Limited Pullman ready for Richmond and New York.  
9:30 P. M.—Ex. Sunday. Local to West Point.

YORK RIVER LINE.  
4:30 P. M.—Ex. Sunday—Limited—To West Point—Connecting for Baltimore.  
2:15 P. M.—Ex. Sunday. Local to West Point.  
4:45 A. M.—Ex. Sunday. Local to West Point.

TRAINS ARRIVE RICHMOND.  
6:55 A. M. 8:40 P. M.—From all the South.  
4:10 P. M.—From Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chicago, St. Louis, St. Paul, and St. Petersburg.  
8:40 A. M.—From Kewville—Local.  
9:20 A. M.—From Baltimore and West Point.  
10:45 A. M. 5:15 P. M.—Local from West Point.

C. W. WESTBURY, D. P. A., 920 E. Main Street, Richmond, Va.

### Chesapeake & Ohio Railway.

TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND.

6:00 A. M.—Fast daily trains to Newport.  
9:00 A. M. News, Old Point, Norfolk and 1:00 P. M. Expedition. All trains carry 4:25 P. M. Pullmans or Parlor cars.  
7:00 P. M.—Daily. Locals to Newport.  
5:00 P. M. News.

WESTBOUND—MAIN LINE.  
3:00 P. M.—Daily. Locals to Newport, 11:00 P. M. Daily. Locals to Newport.  
7:30 A. M.—Week Days—Hinton, Daily—Charlottesville.  
1:00 P. M.—Daily—Local to Gordonsville.  
5:15 P. M.—Week Days—Local to Orange, JAMES RIVER LINE.

10:30 A. M.—Daily—Lynchburg, Lexington, Va., and Clifton Forge.  
5:15 P. M.—Week Days—Lynchburg, Clifton Forge, Steamer Northern Bridge and Clifton Forge.

TRAINS ARRIVE RICHMOND.  
From the East—8:40 A. M., 11:15 A. M., 1:30 P. M., 3:30 P. M., 5:00 P. M., 10:30 P. M.  
Main Line West—6:50 A. M., 8:10 A. M., 10:30 A. M., 1:30 P. M., 3:30 P. M., 5:00 P. M., 10:30 P. M.  
James River Line—8:35 A. M., 7:05 P. M.  
Daily except Sunday.

### R. F. & P. RICHMOND.

TRAINS LEAVE RICHMOND—NORTH-WARD.

6:35 A. M.—Daily—Byrd St. Through.  
7:30 A. M.—Week Days—Elba. Ashland Accommodation.  
8:40 A. M.—Daily—Byrd St. Through. Local stops.  
12:01 Noon—Week Days—Byrd St. Through.  
12:30 P. M.—Week Days—Byrd St. Through. Ashland Accommodation.  
4:00 P. M.—Week Days—Byrd St. Washington Accommodation.  
5:45 P. M.—Week Days—Elba. Washington Accommodation.  
8:30 P. M.—Week Days—Elba. Ashland Accommodation.  
6:45 P. M.—Daily—Main St. Through.  
8:20 P. M.—Daily—Byrd St. Through.

TRAINS ARRIVE RICHMOND—SOUTH-WARD.

6:30 A. M.—Week Days—Elba. Ashland Accommodation.  
7:50 A. M.—Daily—Byrd St. Through.  
8:25 A. M.—Daily—Byrd St. Through. Washington Accommodation.  
10:35 A. M.—Sunday only—Elba. Washington Accommodation.  
10:40 A. M.—Week Days—Elba. Ashland Accommodation.  
12:20 P. M.—Daily—Main St. Through.  
12:40 P. M.—Daily—Main St. Through. Washington Accommodation.  
3:45 P. M.—Week Days—Main St. Through. "Washington-Exposition Special."  
5:40 P. M.—Week Days—Elba. Ashland Accommodation.  
7:15 P. M.—Daily—Byrd St. Through.  
9:00 P. M.—Daily—Byrd St. Through. Local stops.

9:15 P. M.—Daily—Main St. Through. NOTE—Pullman Sleeping or Parlor Cars on all above trains, except local accommodations.

All trains to and from Byrd Street Station stop at Elba.

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